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## THE CARRIAGE OF WOOL.

one of 1938-39 was a factually correct one, the statement is not correct in so far as it purports to record a few developments of the only one of the wool industry of the colony particularly in association with the railway and the wool trade.

As will be seen from the statement given above, the arrival of wool by rail in the greatest developments of the industry was in the year 1938-39, whereas, having place by rail in the year of 1937, the wool trade of the colony had been in a position to grow to a considerable extent, and the wool trade of the colony had become steadily reduced by reason of the numerous droughts which have been experienced in the colony since 1937-38.

The following table shows the wool trade of the colony received at Sydney, 29,610,181; 1937, 29,610,181; 1938, 29,610,181; 1939, 29,610,181; 1940, 29,610,181; 1941, 29,610,181; 1942, 29,610,181; 1943, 29,610,181; 1944, 29,610,181; 1945, 29,610,181; 1946, 29,610,181; 1947, 29,610,181; 1948, 29,610,181; 1949, 29,610,181; 1950, 29,610,181; 1951, 29,610,181; 1952, 29,610,181; 1953, 29,610,181; 1954, 29,610,181; 1955, 29,610,181; 1956, 29,610,181; 1957, 29,610,181; 1958, 29,610,181; 1959, 29,610,181; 1960, 29,610,181; 1961, 29,610,181; 1962, 29,610,181; 1963, 29,610,181; 1964, 29,610,181; 1965, 29,610,181; 1966, 29,610,181; 1967, 29,610,181; 1968, 29,610,181; 1969, 29,610,181; 1970, 29,610,181; 1971, 29,610,181; 1972, 29,610,181; 1973, 29,610,181; 1974, 29,610,181; 1975, 29,610,181; 1976, 29,610,181; 1977, 29,610,181; 1978, 29,610,181; 1979, 29,610,181; 1980, 29,610,181; 1981, 29,610,181; 1982, 29,610,181; 1983, 29,610,181; 1984, 29,610,181; 1985, 29,610,181; 1986, 29,610,181; 1987, 29,610,181; 1988, 29,610,181; 1989, 29,610,181; 1990, 29,610,181; 1991, 29,610,181; 1992, 29,610,181; 1993, 29,610,181; 1994, 29,610,181; 1995, 29,610,181; 1996, 29,610,181; 1997, 29,610,181; 1998, 29,610,181; 1999, 29,610,181; 2000, 29,610,181; 2001, 29,610,181; 2002, 29,610,181; 2003, 29,610,181; 2004, 29,610,181; 2005, 29,610,181; 2006, 29,610,181; 2007, 29,610,181; 2008, 29,610,181; 2009, 29,610,181; 2010, 29,610,181; 2011, 29,610,181; 2012, 29,610,181; 2013, 29,610,181; 2014, 29,610,181; 2015, 29,610,181; 2016, 29,610,181; 2017, 29,610,181; 2018, 29,610,181; 2019, 29,610,181; 2020, 29,610,181; 2021, 29,610,181; 2022, 29,610,181; 2023, 29,610,181; 2024, 29,610,181; 2025, 29,610,181; 2026, 29,610,181; 2027, 29,610,181; 2028, 29,610,181; 2029, 29,610,181; 2030, 29,610,181; 2031, 29,610,181; 2032, 29,610,181; 2033, 29,610,181; 2034, 29,610,181; 2035, 29,610,181; 2036, 29,610,181; 2037, 29,610,181; 2038, 29,610,181; 2039, 29,610,181; 2040, 29,610,181; 2041, 29,610,181; 2042, 29,610,181; 2043, 29,610,181; 2044, 29,610,181; 2045, 29,610,181; 2046, 29,610,181; 2047, 29,610,181; 2048, 29,610,181; 2049, 29,610,181; 2050, 29,610,181; 2051, 29,610,181; 2052, 29,610,181; 2053, 29,610,181; 2054, 29,610,181; 2055, 29,610,181; 2056, 29,610,181; 2057, 29,610,181; 2058, 29,610,181; 2059, 29,610,181; 2060, 29,610,181; 2061, 29,610,181; 2062, 29,610,181; 2063, 29,610,181; 2064, 29,610,181; 2065, 29,610,181; 2066, 29,610,181; 2067, 29,610,181; 2068, 29,610,181; 2069, 29,610,181; 2070, 29,610,181; 2071, 29,610,181; 2072, 29,610,181; 2073, 29,610,181; 2074, 29,610,181; 2075, 29,610,181; 2076, 29,610,181; 2077, 29,610,181; 2078, 29,610,181; 2079, 29,610,181; 2080, 29,610,181; 2081, 29,610,181; 2082, 29,610,181; 2083, 29,610,181; 2084, 29,610,181; 2085, 29,610,181; 2086, 29,610,181; 2087, 29,610,181; 2088, 29,610,181; 2089, 29,610,181; 2090, 29,610,181; 2091, 29,610,181; 2092, 29,610,181; 2093, 29,610,181; 2094, 29,610,181; 2095, 29,610,181; 2096, 29,610,181; 2097, 29,610,181; 2098, 29,610,181; 2099, 29,610,181; 2100, 29,610,181; 2101, 29,610,181; 2102, 29,610,181; 2103, 29,610,181; 2104, 29,610,181; 2105, 29,610,181; 2106, 29,610,181; 2107, 29,610,181; 2108, 29,610,181; 2109, 29,610,181; 2110, 29,610,181; 2111, 29,610,181; 2112, 29,610,181; 2113, 29,610,181; 2114, 29,610,181; 2115, 29,610,181; 2116, 29,610,181; 2117, 29,610,181; 2118, 29,610,181; 2119, 29,610,181; 2120, 29,610,181; 2121, 29,610,181; 2122, 29,610,181; 2123, 29,610,181; 2124, 29,610,181; 2125, 29,610,181; 2126, 29,610,181; 2127, 29,610,181; 2128, 29,610,181; 2129, 29,610,181; 2130, 29,610,181; 2131, 29,610,181; 2132, 29,610,181; 2133, 29,610,181; 2134, 29,610,181; 2135, 29,610,181; 2136, 29,610,181; 2137, 29,610,181; 2138, 29,610,181; 2139, 29,610,181; 2140, 29,610,181; 2141, 29,610,181; 2142, 29,610,181; 2143, 29,610,181; 2144, 29,610,181; 2145, 29,610,181; 2146, 29,610,181; 2147, 29,610,181; 2148, 29,610,181; 2149, 29,610,181; 2150, 29,610,181; 2151, 29,610,181; 2152, 29,610,181; 2153, 29,61

the work of discharging from railway trucks the large quantities of coal and coke required during all weather. This shed holds equal to about 1000 bales of wool in trucks at one time, and carries a large quantity of coal and coke. While the standard track of 1871 would carry 1000 bales of wool, the standard track of 1891 (with 25 ft. gauge), the standard waggon of to-day will carry 1000 bales (undumped) in a four-wheel wagon, and it may be mentioned that the standard waggon of 1871 would carry 500 bales. Large quantities of wool are carried in our bogie tub waggon. Consequently with the improvement of the trucks it will be found that the hauling power of the locomotives having been increased, the increased capacity of the trucks, and the saving now materially added by reason of cutting down of grades which has been systemically followed during the last few years, in connection with the treatment of the wool, it is probable that the final result of the improvements in arrangements in Sydney should be of a very efficient character, and in order to cope with this expansion of the wool trade, it is proposed that during the four months of the year—and with their respective seasons—when the wool is being shipped, Messrs. McAlhoun and Co. have to keep a plant of about 350 horses and 150 vehicles at the station, and that they should be kept at the station for the whole of the year (November 11, 1894) through which the wool is shipped, and that they should be worked during the same month they carried 100,000 bales of wool, and that they should be working at Darling Harbour 176,570 bales.

the holiday (January 26) at 7.30 a.m. for Kilauea, 10.30 a.m. for Mauna Kea, 1.30 a.m. for Mount Victoria, 5.30 a.m. for Goulburn, 8.30 a.m. for Mount Nairn, 11.30 a.m. for Eakbank, 8.5 a.m. (7.30 a.m. from Milson's Point) for Sydney, and 9 a.m. for Hawkesbury.

Cheap excursion trains will also be run on the following dates: To Sydney, 1.30 a.m. leaving Orange at 9.20 p.m. and Bathurst at 10 p.m.; on the holiday morning only leaving Orange at 10.30 a.m. and Bathurst at 11.30 a.m.; on the holiday morning at 4.35 a.m. from Goulburn at 5 a.m., West Maitland at 5 a.m., Newcastle at 5.30 a.m., and Sydney at 6 a.m.

These cheap tickets will be available for return to January 31 by any train except the Melbourne special, and will be available for use on the usual holiday train excursion tickets on any train up to February 2, and on the special train on any holiday those will be valid by all trains commencing to-day and until 24th instant, and up to February 2, and on the special train will be run to and from Hawkesbury, Goulburn, L. Robinson's Beach, Sandringham, Como, Sutherland and Shellharbour, and on the special train to and from Hawkesbury, including railway luggage and trip tickets, and on the special train to and from Goulburn at 9.10 a.m., and from Milson's Point at 8.55 a.m. on January 26, available for return to Sydney on any train up to February 2.

For the convenience of passengers wishing to turn to Sydney in time for business on Friday, 27th, the following special trains will be run at 4.35 a.m., Goulburn at 5 a.m., Mount Victoria at 5.10 a.m. and 5.30 a.m., and Goulburn at 6.30 a.m.

**COSTING 9th PER BOX**

**FILE BEANS CURRY**

**ALL WINTER ALMONTS,**

PHYSICAL TONE, AND THAT THERE  
 FOLLOWING ON SLIGHT EXHAUSTION.  
 The following letter from Melbourne shows that the great physical practice is doing the work:—  
 "248 Castlereagh-street, Castlre, Melbourne,  
 "The Manager Budeau Manufacturing Com-  
 "Sydney, N.S. W.  
 "Dear Sir,—Owing to an exceptionally heavy  
 "protracted pressure of business during the past  
 "year, I have been compelled to exert myself  
 "being fairly run down. I ascribed, my whole  
 "insomnia, followed by loss of appetite, and in  
 "fact, my nervous system was completely un-  
 "dermined. I was unable to sleep, and I  
 "found myself totally unfit for business. A few  
 "weeks ago, I was advised to consult Dr. Bo-  
 "and I am pleased to say that, by using these  
 "short period the insomnia entirely disappeared,  
 "my appetite returned, and everything has mod-  
 "my weight has increased rapidly, and I am  
 "now in the best of health and spirits, and  
 "in a position to resume my usual work as  
 "to my own.—Gratefully yours,  
 "—Adm. (Signed) T. A. CHAPPEL

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<http://nla.gov.au/nla.news-page1354118>



...in Dutch Columbia has been found to be ...

the authorities. It has caused dismay to Americans.

In a speech at Leath, in Lincolnshire, Thursday Mr. H. Asquith, M.P., said that had the Liberals been tongue-tied on the Fashoda question they would have been regarded as political cowards. The speaker, on both parties, he added, had availed a confused. Heavily and reasonable Imperialism was not inconsistent with the principles of Liberalism.

The United States interest Philadelphia is about to learn California is to co-operate in the maintenance of the Treaty. The German Government has declared that it is satisfied with the Berlin treaty, and has denied having encouraged the rebellion. It is believed that the trouble will cease before the president of the municipality at Apia can be restrained. In another column will be found the views regarding the matter as held by Sydney shipping and "commercial circles."

In another column will be found the report of an interview with Mr. Cook, Minister for Agriculture, respecting the proposed measures and Hobart, but more specifically referring to the Melbourne Agricultural Conference.

A slight explosion of gas occurred in one of the buildings at the Melbourne Exhibition, being the first of the kind since the mine strike. It was

France, while, as we have seen, in regard to the Cretan question the action of Italy on the one side, and that of Germany and Austria on the other, were frankly opposed.

Perhaps even more significant as defining Italy's position was the commercial treaty with France in November. There has been ill-feeling between the two countries since the Triple Alliance was formed, owing, among other things, to the fact that Italy refused to efface the memory of Solferino when France and Italy fought together against Austria, and bitter enough to find frequent expression in racial riots in Marseilles and on the railway construction work in the south of France. But now the new treaty confers a boon on Italian industrial interests, while Italian bonds are reported to have risen nearly 3 per cent. on the mere announcement of its having been signed. It is understood that the "visions" of the "most favoured" treatment will be almost unrestrictedly extended, and the step

over 30 years ago  
Early Thursday morning the Rev. Edward  
David Malgwick, vicar of the parish of St.  
Peter, died at the residence, Cook's River-  
road.  
In the districts in the vicinity of Brisbane  
farmers have become quite favourable to the idea  
of inoculation of their cattle against tick fever,  
and large quantities of blood are being sent  
from Brisbane daily in all directions.  
At the London wool sale on Thursday there  
was a brisk sale with a hardening tendency.  
In the import market yesterday sugar ruled  
firm at full prices. A fairly active inquiry  
characterised the day's tea auction.  
At Darling Harbour yesterday 506 bales of  
wool arrived, 307 bales of reeved cordage,  
and 259 came forward by rail at Newcastle on  
Thursday.  
A pool contest of business was transacted  
yesterday in the Mining market, the chief feature  
being the greater firmness in Western Australian  
itself is regarded as a conciliatory  
one on the part of French statesmen  
dispositions of making some concession  
on the old relations of these two  
branches of the Latin race. Some of the  
French papers are already beginning to  
discover in Italy the "natural ally" of  
their country. At least it may be said  
with truth that there are more natural  
links of sympathy between France and the  
Latin nations than there are between the  
parties to the Dual Alliance, which also  
seems crumbling rapidly to pieces. There  
is a growing opinion in France that  
Russia has been making use of her and  
the possibilities of her fleet to further  
Muscovite ambitions in the Far East, but  
without any serious intention of offering  
services in return. A correspondent of  
the "Daily News" has just been com-  
menting on the marked cooling of the

The R.M.S. Oruba, which should have left Naples on Monday, outward bound, did not leave till Wednesday.

The crumbling of the great Alliances and the gradual shaping of fresh relations form the salient feature of the international situation just now. From all sides some signs and indications

...concentrations are breaking down, and the new international outlook are producing a new arrangement of the pieces on the European chessboard. In view of the rapid march of events during the past year, there is something of the kind to be expected. New problems have asserted themselves, and an entirely new situation has come into being as the result of events dating from the China-Japanese war of 1894. Events have followed in rapid succession culminating in the ruin of Spain as a colonial Power, the appearance of a new factor on the scene in the shape of the sea-power and colonial dominion of the United States, and the former supremacy of England in Egypt, and covering also such hardly secondary occurrences as the Turkish victory over Greece, the loss of Crete, and the opening up of China. It may be that the world will witness in the last to the front rank in importance among the epoch-marking events of the century's close, but even in the meantime this is in a pronounced measure one of the pivotal points round which the drama of the world is being

situation have turned. Adverse circumstances in British policy during the past five years have constantly pointed out that the difficulties in the situation began to declare themselves when Lord Rosebery declined to interfere between the close of the China-Japanese war, leaving the assertion of European interest in the Far East to our Continental rivals. The result of this policy of non-interference was to show themselves in the peace negotiations, and even more plainly afterwards when China found herself in need of assistance while two-thirds laden, maintained a speed of 17½ knots, at the same time having a substantial reserve power. It would thus seem assured that the new boat will fulfill in capable style the work which was expected of her. Further interest is attached to the *Oceanic*, which has just been successfully launched at Belfast. She is said to be the largest vessel afloat, and besides marking an era in the science of ship building, she has attracted much references to the question of airships. At the present day we are so accustomed to the magnificent

ships that make sea traveling so easy, so luxurious, and that shorten their swift rate of progression round through the water at the speed of railway trains, that we forget that these modern floating hotels are of but very recent date. Not less than eight years ago the first ocean-going steamer, took twenty-six days to do the voyage from New York to Liverpool, and now ocean greyhounds like the Umbria and the Etruria perform the same trip in less than a week, so that the advance in steamship construction and in engineering skill has been very rapid. It is however, only within the last fifty years that the really important improvement has been made in the Cunard line covered the distance between the Morsey and Boston in fourteen days eight hours with their new paddle steamer the Britannia, which is now on her way to New York. She is 207 ft. long, 1154 tons, 740-horse-power, carried 115 cabin passengers, and consumed 38 tons of coal a day. The boats at present

of change, even where the changes are not along the general chain of events which have led up to the present position would be interesting to trace, but a glance at some of their more prominent results will give the reader by a more rapid process. The world was divided two years ago by the Dual Alliance, the Entente. The former had kept the peace of Europe during the lifetime of a generation at the cost of many millions for armaments, and meanwhile England stood aloof in unmenaced and inexpensive security. Europe itself had been made at different times to draw Britain into the alliance and entangle her in European differences, but without success. The

isolation of England in the Near and Far East has been openly described as part of a policy of retaliation, but when the Dual Alliance was signed, this position already was no longer tenable. The crumbling process, however, set in. Italy sustained a severe reverse in Abyssinia, and popular dissatisfaction declared itself against the enormous outlay which had produced so little return, and which was an inseparable condition of the alliance. The relations of Austria and Germany had already received a shock when the terms of the secret understanding with Russia were disclosed by Bismarck. The rift was widened by the Austrian domestic troubles arising out of the German and Slav races, and the strangely-assorted Empire, and quite recently we have had a further illustration of

the strain in the threat of mutual retaliation on the trade and traders of either country. The Kaiser's new friendship for the Sultan is not altogether a favourable omen, and as a further weakening of the Triple Alliance it is significant that Italy separated from her allies over the question of the Turkish evacuation of Crete. If these circumstances may be taken as implying any serious consequences, the alliance of the three central European Powers must be held to have received a severe shock. Italy, at all events, has always shown herself desirous of being on good terms with England, and when her troubles in Abyssinia were at their height it was towards English influence that she leaned as a

further news is just to hand that Messrs Harland and Wolff are building for the White Star line a cargo boat bigger than the Oceanic.

The fashion for building large ships is not confined to steamers devoted to the passenger and cargo trade. We find the same tendency at work in the building of warships, and the question has for us an immediate interest from the fact that our cablegrams this week inform us of several contracts let to shipping firms for the construction of ships for the British Navy. Among them is a contract to Messrs. Vickers, Son, and Maxson, of Barrow-on-Furness, to build what Mr. Goschen describes as "a mighty



**INFLUENZA HERE AGAIN.**  
Coleman's Eucalypto Extract blocks it right away.  
Five drops on sugar every three hours breaks it up  
effectively and leaves no complications.--Advt.

**To Grocers and Storekeepers.**—W. C. Douglas and  
Co., 524 Kent-street, Sydney, for Salt and Tinned  
Fish. New catch now landing. Mein's, &c.—Advt.



### SHIPPING REPORT

[illegible]

F. Ellis reports that the Laura from

[illegible]

ia: The Hon. H. C. Dargatzis, M.  
L. A. Dargatzis, Miss Clibborn. For  
Miss Clibborn, Mrs. H. C. Dargatzis, Esq.

[illegible]

THE R.M.S. ORGYA,

[illegible]

He sails at 12 noon, Friday. He returns from there on Wednesday.

The **Agape News Service** at 2 p.m. Saturday, 21st, for Wallara and Northern Queensland ports.  
The **Agape News Service** at 2 p.m. Sunday, 22nd, for Gladstone, Sydney, via ports, and may be expected to arrive here on Monday.  
The **Harrah** leaves Brisbane on Friday, 20th, for Melbourne.  
The **Julia** from Perth leaves Rockhampton, Friday 20th, for Melbourne.  
The **Woolunga** leaves Melbourne on Saturday, 21st, for Sydney.  
The **Koonowarra** leaves Brisbane, for Sydney, Friday, 20th.  
The **Ern** leaves Newcastle, Saturday 21st, for Wallara and Port Pirie.  
The **Woolunga** is expected to leave Western Australia today.  
The **Agape News Service**, Friday 20th, for Melbourne.  
The **Agape** is still running the usual trips between Sydney and Melbourne.

**THE A. & N. COMPANY'S LINE.**  
The **Isanahue** is expected from Brisbane to-morrow.  
The **Warrigora** is due from Melbourne to-morrow, and will leave for Sydney to-day.  
The **Woolunga** leaves Melbourne to-day for Sydney, and will leave Sydney to-morrow.  
The **Warrigora** will leave Brisbane for Townsville to-morrow, via Melbourne.  
The **Harrah**, for Townsville, leaves Brisbane to-day.  
The **Julia**, for Townsville, leaves Brisbane to-morrow.  
The **Woolunga**, for Newcastle, Sydney, and Ipswich, leaves Brisbane to-morrow.

THURSDAY, FROM THE ISLAND

[illegible]

of the steamers of the Oriental Line and the Tokyo Kisen Kaisha Co.

THE AYR.  
Messrs. Taylor and Co. are in receipt of a cable address from the arrival of the steamer "Humbank on Tuesday last." The Ayr dates are given November 18, Albany November 20.

UNION STEAMERS.  
The Waukena left Newcastle yesterday morning for Sydney, Melbourne, and the West Coast of Africa. The King will depart at Stanley, Burns, and Devonport tomorrow morning. The Waukena will leave at midnight yesterday for Melbourne, and the Waukena will leave at Wellington at 10 o'clock on Wednesday last.

SPECIAL HOME READINGS.  
SERIES III.—YOUR CHILDREN.  
No matter whether physical or mental labour is required, or even if, as is so often the case in the home, the labour is of a trifling nature, it is one of the greatest if not the greatest to be accomplished. Dr. Thibaut V. The industrial revolution has brought about a new era of life and freedom which characterizes thousands of young men and women of the present day too often to find their own life in a state of dirt. Children are

sons do not require so much food  
and a partially digested Food

As Dr. Tibbles' Vi-Cocca gives strength to the muscles, and builds up and strengthens the tissues of the body, the "Vi-Cocca" which is taken during the early experience will become a strong element of the past, and will be a permanent factor in the maintenance of good health as a result of the very thing which it is associated with, Dr. Tibbles' Vi-Cocca, which has been shown to be a powerful factor in the maintenance of the body's staying powers, adds to powers of endurance and enables those who use it to undergo greater strains and stresses.

The "British Medical Journal" says "Vi-Cocca is a very potent tonic, and a powerful stimulant of the digestive properties," and "The Lancet" writes "Vi-Cocca is in the front rank of all the tonics and stimulants."

Remember there is nothing to equal Dr. Tibbles' Vi-Cocca.

Remember, merit alone, what we claim for Dr. Tibbles' Vi-Cocca, and we are prepared to stand up for any reader who doubts the merit of Dr. Tibbles' Vi-Cocca, from the very simple fact of Dr. Tibbles' Vi-Cocca, from the fact that it is a tonic, and a stimulant, and a restorer of the past. There is no magic in all this. It is a simple fact, and it is a fact that Dr. Tibbles' Vi-Cocca introduces the merits of Vi-Cocca into every body.

Dr. Tibbles' Vi-Cocca, as a concentrated form of the tonic and stimulant, and a restorer of the past, for all who wish to face the strife and battle of life.

absolutely indispensable.

Dr. Tibbles' Cocca, Vi-Cocca and Tid-bles  
 at the same time, can be obtained from all Chemists, Gro-  
 cers, and Stores, or from Dr. Tibbles' Vi-Cocca  
 Limited, 269 George-street, Sydney.—Advt.



We quote a few prices:—				
N.Z. FLOUNDERS	..	..	..	4d per lb.
SCHNAPPER	..	..	..	3d per lb.
" WAKATIPU TROUT	..	..	..	1s per lb.
" MAORI CRAYFISH	..	..	..	8d per lb.

W<sup>o</sup> STOCK many other lines too numerous to mention (both FRESH and SMOKE<sup>d</sup>), not forgetting the FAMOUS N.E. BLUE COD.

NOTE.—The N.Z. FLOUNDERS ARE EXCEPTIONALLY CHOICE.

JUST RECEIVED, A CHOICE CONSIGNMENT of  
CALIFORNIAN QUAIL.

POULTRY:  
FOWLS, DUCKS, GEES, TURKEYS, PIGEONS, &c.,  
AT EXTREMELY REASONABLE RATES.

N.S.W. FRESH FOOD AND ICE CO., LTD.  
FISH AND GAME DEPOTS—135 KING-STREET.  
23 HARBOUR-STREET.

December 31st, 1898. H. FATESON, Manager.

LLOYD AND COLLINS.

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CLOSED TO-DAY.

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GREAT SALE

COMMENCES ON MONDAY, 10 A.M.

— — —

TREMENDOUS BARGAINS IN EVERY DEPARTMENT.

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304, 306, 308 GEORGE-STREET.

ALL THE BEST HOTELS SELL  
WOLFES,  
THE ONLY REALLY ORIGINAL  
SCHNAPPS.

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**WOOD and Coal BUSINESS**, in the suburbs, established 4 years, doing good trade, also horses and carriage, &c.; will sell cheap.

A. B. C. Herald, King-street.

**BARGAIN**, no reasonable offer refused.—Tobaccoists, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 90

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**LOONGONG**—3 Blocks of LAND, portions of the property of the late J. H. W. Jones, 1/2, 1/4, 1/8, 1/16, 1/32, 1/64, 1/128, 1/256, 1/512, 1/1024, 1/2048, 1/4096, 1/8192, 1/16384, 1/32768, 1/65536, 1/131072, 1/262144, 1/524288, 1/1048576, 1/2097152, 1/4194304, 1/8388608, 1/16777216, 1/33554432, 1/67108864, 1/134217728, 1/268435456, 1/536870912, 1/1073741824, 1/2147483648, 1/4294967296, 1/8589934592, 1/17179869184, 1/34359738368, 1/68719476736, 1/137438953472, 1/274877906944, 1/549755813888, 1/1099511627776, 1/2199023255552, 1/4398046511104, 1/8796093022208, 1/17592186044416, 1/35184372088832, 1/70368744177664, 1/140737488355328, 1/281474976710656, 1/562949953421312, 1/1125899906842624, 1/2251799813685248, 1/4503599627370496, 1/9007199254740992, 1/18014398509481984, 1/36028797018963968, 1/72057594037927936, 1/144115188075855872, 1/288230376151711744, 1/576460752303423488, 1/1152921504606846976, 1/2305843009213693952, 1/4611686018427387904, 1/9223372036854775808, 1/18446744073709551616, 1/36893488147419103232, 1/73786976294838206464, 1/147573952589676412928, 1/295147905179352825856, 1/590295810358705651712, 1/1180591620717411303424, 1/2361183241434822606848, 1/4722366482869645213696, 1/9444732965739290427392, 1/18889465931478580854784, 1/37778931862957161709568, 1/75557863725914323419136, 1/151115727451828646838272, 1/302231454903657293676544, 1/604462909807314587353088, 1/1208925819614629174706176, 1/2417851639229258349412352, 1/4835703278458516698824704, 1/9671406556917033397649408, 1/19342813113834066795298816, 1/38685626227668133590597632, 1/77371252455336267181195264, 1/154742504910672534362390528, 1/309485009821345068724781056, 1/618970019642690137449562112, 1/1237940039285380274899124224, 1/2475880078570760549798248448, 1/4951760157141521099596496896, 1/9903520314283042199192993792, 1/19807040628566084398385987584, 1/39614081257132168796771975168, 1/79228162514264337593543950336, 1/158456325028528675187087900672, 1/316912650057057350374175801344, 1/633825300114114700748351602688, 1/1267650600228229401496703205376, 1/2535301200456458802993406410752, 1/5070602400912917605986812821504, 1/10141204801825835211973625643008, 1/20282409603651670423947251286016, 1/40564819207303340847894502572032, 1/81129638414606681695789005144064, 1/162259276832213363391778010288128, 1/324518553664426726783556020576256, 1/649037107328853453567112041152512, 1/1298074214657706907134224022305024, 1/2596148429315413814268448044610048, 1/5192296858630827628536896089220096, 1/10384593717261655257073792178440192, 1/20769187434523310514147584356880384, 1/41538374869046621028295168713760768, 1/83076749738093242056590337427521536, 1/166153499476186484113180674855043072, 1/332306998952372968226361349710086144, 1/664613997904745936452722699420172288, 1/1329227995809491872905445398840345728, 1/2658455991618983745810890797680691456, 1/5316911983237967491621781595361382912, 1/10633823966475934923243563190722765824, 1/21267647932951869846487126381445531648, 1/42535295865903739692974252762891063296, 1/85070591731807479385948505525782125824, 1/170141183463614958771897011051564251648, 1/340282366927229917543794022103128503296, 1/680564733854459835087588044206257006592, 1/13611294677089196701751760884125140112, 1/272225893541783934035035217682502802224, 1/544451787083567868070070435365005604448, 1/108890357416713573614014087073001120896, 1/2177807148334271472280281614460022417792, 1/435561429666854294456056322892004483536, 1/871122859333708588912112645784008967072, 1/17422457186674171778242252811680179344, 1/34844914373348343556484505623360358688, 1/69689828746696687112969011246720717376, 1/13937965749339337422738022493440143552, 1/278759314986786748454760449868802871104, 1/55751862997357349690952089973760574208, 1/11150372599471469838190417994752114816, 1/22300745198942939676380835989504229632, 1/44601490397885879352761671979008459264, 1/89202980795771758705523343958016918528, 1/178405961591543517411046687916033837056, 1/356811923183087034822093375832067674112, 1/713623846366174069644186751664135348224, 1/1427247692732348139288373503328270696448, 1/2854495385464696278576747006656541392896, 1/570899077092939255



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